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USE OF MOTOR TRANSPORT CRITICIZED

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As our motor park consists largely of old vehicles, the coefficient of its mechanical serviceability usually varies between 50 and 60 percent, while 20 to 30 percent of all the vehicles are unserviceable. In the past, less was accomplished with a greater number of vehicles. The following factors have previously impeded the efficient utilization of the motor park:

1. Use of vehicles exclusively for the needs of the owner or operator. Sometimes a vehicle stood unused for days because it was not needed by its enterprise for transport, while other enterprises were critically short of vehicles.
2. Inefficient utilization of vehicles, as when a heavy truck was used to transport a few hundred kilograms of merchandise.
3. Use of vehicles for only one purpose.
4. Sending out vehicles to pick up goods which were seldom where they were supposed to be.
5. Poor organization of transport.
6. Failure to provide manpower for loading and unloading, which greatly increased demurrage of vehicles.
7. Insufficient attention to maintenance, servicing, and repairs.
8. Inefficient utilization of fuels.
9. Carelessness about garaging vehicles.

- 1 -

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The problem of local transport, that is, for the enterprises in the vicinity of Belgrade, Zemun, and Pancevo, is being solved by the "Duty" system. A certain number of vehicles are assigned for each day, directly under the management of the Ministry's transportation center. The Ministry receives orders from the transportation center, and the vehicles are dispatched directly to relieve transportation difficulties. Thus, the vehicles are used by their own enterprise until the moment when the order is received from the Ministry.

Because of the overburdening of the railroads, motor vehicles must provide transportation to and from the interior, including the task of supplying enterprises there with the necessary raw and other materials. These enterprises are supplied with critical materials by convoys, which are also loaded on the return trip. The convoy system has been particularly useful in the metal products and food-processing industries.

The following tasks pertain to the administration as well as to the enterprises:

Assigning transportation tasks to individual vehicles, according to their capacity.

Organizing an accurate record system for the fulfillment of the transportation plan.

Establishing daily control of vehicles by the assignment of daily tasks.

Conserving fuel by setting norms for fuel consumption.

Decreasing demurrage and increasing the number of ton-kilometers and time in motion by providing manpower for loading and unloading.

Providing service, prompt repairs, and garages.

Because of the shortage of tires, using and maintaining them properly.

In so far as possible, establishing auto repair shops in the enterprises themselves for minor and moderately difficult repairs, in order to return the vehicles to service more rapidly.

When an enterprise does not need a vehicle for transport, placing it at the disposal of the proper authorities for re-assignment to another enterprise.

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- 2 -

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